THE STATE OF FLORIDA SUNK COLLISION WITH A BARK AT MIDNIGHT.

FORTY-FOUR PERSONS RESCUED-DETAILS OF THE

DISASTER. IBY TELEGRAPH TO THE TRIBUNE. QUEBEC, May 7.—The steamer Titania, of the Ross Line, of Glasgow, arrived in port this evening, having on board twenty-four persons saved from the wrecked steamer State of Florida. Great precautions were taken to prevent the survivors from talking about the disaster, instructions to that effect having been forwarded to Father Point. Indeed all appeared to be completely under the control of the captain, and it was with difficulty that any information could be obtained. The persons saved consist of ten passengers and ten sailors. They were Joseph Benett, first class passenger; Andrew Fairbairn and David Struthers, second class; James Patience, Josiah Hale and Eliza Churchous, steerage; James Allen, Third Officer, Andrew N. Steele, S. N. Armstrong, Francis Graham, Daniel Walyer, passage worker; David Cline, storekeeper; Alexander Mitchell, donkeyman; James Thomas, fireman: W. H. Smith, passage worker; George For-rester, second steward; Neil McKeller, James McKenzie, Robert Young, John McDonald, John

The following are on board Norwegian bark Theresa: Janus Thompson, Chief Officer, Thomas Barr, boatswain, Peter Patterson, carpenter, Henry Anderson, lamp trimmer, John Silverblade, quartermaster, John Miller, quartermaster, John Smith, Charles Love, George Armour and William Lawson, seamen; John Beard, William Hislop, second engineer; Edward Boyle, fireman; John McDonald, fireman; Jane McDonald, stewardess, Hugh Morgan, Peter J. Rennie, Martin Patterson, Francis Watson, steerage passengers.

STATEMENT OF THE THIRD OFFICER. The Third Officer, James Allan, says that the Florida left New-York on April 12, with about 167 passengers and crew, and a full general cargo. All went well until the night of April 18, at 11:30 p. m., when the vessel came in collision with the bark Ponema, of Chatham, N. B. He says : Everything went right till Friday, when at 8 p. m., I retired, leaving the Chief Officer, James Thompson, on duty. The first thing I heard was a crash, then a signal to stop the engines. I went on deck, and saw red lights on the starboard bow. The Chief Officer cried out "Collision." The last bearings were taken at noon. I believe from this that the collision took place at 49° latitude north, 36° longitude west. At noon the bearings were 47° 50' north, and 37° 35' west. At once I saw the bark go down. I took a lamp from my room, and went to the side of the vessel where the collision occurred, and saw a large hole in the side. I thought that the vessel would go down, and at once told the Captain. who ordered out boats. Fifteen minutes after that the vessel went down, stern foremost.

THE TITANIA'S VOYAGE According to her log, the Titania left Glasgow on April 28 and on the 29th, encountered strong southwest to northwest gales and high seas. On May 5, at 9 p. m., while proceeding up the Gulf off Bird Rocks, she observed a ship exhibiting two bright lights, and thinking it wished to communicate, bore down, and took off twenty-four passengers and crew, rescued from the State of Florida. The vessel arrived at Father Point on May 7, at 6:30 a. m., received pilot, and proceeded to Quebec. The passengers were taken off the ship Louisa, of Cardiff, off Bird Rocks. The City of Rome passed them when on board. The Louisa answered signals, but did not stop. It had been the wish of Captain McLean, of the Titania, to have the shipwrecked mariners taken off his vessel in the stream at Quebec, which Ross & Co., the agents here, arranged for. Having received orders from the Montreal agents, Redford & Co., to proceed direct to Montreal with all on board, the Titania only waited long enough to change pilots. On this account only a few minutes could be obtained to make inquiries.

SUFFERINGS BEFORE THE RESCUE. The persons shipwrecked were, despite all the kindness of their fescuers, badly dad and were anxions in their inquiries as to the treatment they were likely to receive in this country. They were all much confused in their accounts of the disaster. They felt a shock, heard hearse whistling, felt the vessel shiver from stem to stern, and had an idea that water was rushing into the vessel. Some of them rushed on deck only to see a red light which as suddenly vanished, the vessel with which there had been a collision sinking out of sight. Some of the women refused to leave the sinking ship, although it was possible for them to be saved. The water was intensely cold. Some of those who clung to a boat which had capsized speak of the horrors of the situation as something dreadful, the waves breaking over them. After a delay, which seemed to them hours, they were picked up by one of the boats. One of the men, Donaldson, had been all this time underneath the boat, having crawled beneath the thwarts, which supported him. He was unconscious part of the time. His companions knew of his condition, but were not able to help him. When daylight came, they broke through the bottom of the boat and rescued him. His fright and sufferings drove him half mad. He, however, recovered in a few days. For thirty-six hours the men on this boat were without water, and when rescued by the Theresa were getting almost hopeless.

STORIES OF THE SURVIVORS. James Patience, a sailor of Baltimore, says that the night of the accident was beautifully clear, though there was no moonlight, the sea being perfectly calm. He had turned while lying in his bunk and suddenly heard a signal to stop. He saw a vessel bearing down on them and heard a shout of "collision."

Joseph Bennett, of London, Ont., a boot and shoe dealer, said that he was picked up at the bottom of an open boat on which he was for thirty-five hours. boat upset, two men alone being saved of the boat's crew. Bennett clung to keel of the boat for eight hours. Another man was under a boat alive with six or seven corpses, and they had to break the bottom of the boat with an oar to get him out, Another survivor said that the only woman saved was Stewardess Jane MacFarland, of Glasgow, who was saved by Chief Engineer Bain, who gave her his place in the boat. She refused to get in, and he was forced to throw her in. Bain went down with the

Bennett, the only cabin passenger saved, says that Bennett, the only cabin passenger saved, says that Allen was the only officer who, had any self-possession about him. He induced the passengers to take to boats which they had declined to to. Mr. Bennett said that when the order was given a rush was made for the boats and a number with himself got in. He describes the panic as frightful. Bennett and others are described to the the filter of Rome refused to the panie as frightful. Bennett and others saved complain that the City of Rome refused to reply to the signals given them from the Theresa.

WHAT WAS LEARNED IN THIS CITY. DISPATCHES RECEIVED BY THE AGENTS-THE PAS

SENGERS AND CREW, The news of the loss of the State of Florida with a large majority of those on board was brought to Austin Baldwin & Co., the New-York agents of the State Line, in the following dispatch from Father Point, Quebec, received early yesterday.

Point, Quebec, received early yesterday.

The steamship Fitania, from Glasgow, passed inward at 5:45 this morning. She has on board twenty-four of the crew of the steamship State of Florida, that vessel having been anny by a collision with a bark in mid ocean. Out of 1:67 persons on the State of Florida only forty-four were saved, and of the bark's crew only the captain and two men were rescued. One hundred and twenty-three souls went down with the steamer, and twelve with the bark, making the total loss of life 135. The survivors will probably be landed at Quebec.

M. Beldow, immediately telegraphed to P. Ped.

Mr. Baldwin immediately telegraphed to R. Redford & Co., of Montreal, the Canadian agents of the State Line, for further information, and received a reply stating that it would be impossible to obtain the names of the aurvivors until they lauded at Quebec, where the Titania would be due

at 8 p. m. Arrangements were then made by telegraph for the accommodation of the wrecked party at the expense of the line, and Thomas Cleary was sent by the 6:30 train to take charge of them and forward them to their destinations, giving them whatever assistance their condition might require.

The news of the calamity spread quickly through the city. The meagreness and ambiguity of the dispatch caused much uneasiness. There is a discrepancy of two in the number on board the steamer according to the dispatch and the list of crew and passengers printed in THE SUNDAY TRIBUNE. According to that, when the State of Florida left this pert for Glasgow on April 12 she carried 35 cabin and 50 steerage passengers, and 80 officers and men, a total of 165. With regard to the number saved, 44, 24 were stated to be in the Titania, and it was inferred that the other 20 who were rescued were on the sailing vessel which signalled the City of Rome on April 23 that she had on board "Shipwrecked crew, State --." It will be remembered that four days after the City of Rome had been signalled in vain, the steamer Devon picked up two life boats marked Florida, without occupants or gear. It is not unnatural to suppose that a number of persons may have crowded into these boats and have been picked up by some other vessel yet to be heard from.

Few inquiries concerning the lost vessel and pas-Sandstram, stewards; John McKay and Adam sengers were made at the office of Baldwin & Co. McFarlan, assistant cooks; William Millar, baker's during the day. One of the reasons for this was that the majority of the passengers did not belong to this city.

Mr. Baldwin ascertained from his correspondent, Robert Redford, at Montreal that the Titania, having twenty-four of the survivors on board, would not stop at Quebec longer than to exchange the sea pilot for a river pilot, and therefore that no landing could be made. He telegraphed back most urgently to procure at any cost the names of the survivors, so that friends might not be kept in suspense funtil the steamer's arrival at Montreat, which will be about 9 a. m. this morning. R. Redford telegraphed back that it should be done, and Mr. Baldwin re mained in his office waiting for its arrival. At 11 p. m. he received the following dispatch:

p. in. he received the isligwing dispatch:
Florida collided with bark Ponema, of Chatham, NewBrunswick, April 19. Both sinking, the survivors were
pleked up, April 20, by Norwegianibark Therea, bound
for Quebec. On the 22d twenty-four of them were transferred to the bark Louise, also bound for Quebec, and
these were transferred May 5 to steamer Titania.

Then followed the list of saved.

Mr. Beldania.

Mr. Baldwin's agent, Thos. Cleary, will arrive at Montreal this morning at 6:30, and will take charge of the party. He still had hopes, Mr. I aidwin said, that more were saved. He did not think that it was the Theresa that signalled the City of Rome, but it might have been. The signalling took place on April 23, and the Theresa had already transferred twenty-four of her guests to the Louise, for this took place on April 22. The boats picked up by the Devon were foundfon April 27. Perhaps all these circumstances, which seemed opposed to the idea that the Theresa was the vessel that signalled the City of Rome, might be found to be correct, but at present they did not look so. He thought the fact of the boats found being without gear an argument in favor of the occupants having been picked up; and, until he received more definite information, he should continue to believe that more had been saved than were known of on board the Titania. April 23, and the Theresa

LIST OF THE STEAMER'S PASSENGERS. The cabin passengers were. BARKER, J.J., Philadelphia.

BARKER, J.J., Philaderjana.

BENNETT, JOSEPH, New-York.

BETHUNE, A., Toronto. Son of Dr. Bethune, age twentynine. He was engaged in orange raising in Florida,
and had visited his father the week before sailing. He
was to make a tour of Europe with William Fenuell
and George Eddington, also cabin passengers.

COLDROH, MISS. ELIZABETH, Philadelphia.

COLBACH—infant.
CONNOR, DANIEL.
CONNOR, LIZZIE. Children of Daniel Cennor, ages seven
and ten respectively. They lived at No. 504 West
Fliftleth-st., where their mother died hast winter, and
they had been sent by their father to live with their
grandparents at Belfast. The children were under
the charge of the stewardess, Miss Hervey, and their
relatives were to call for them on the arrival of the
vessel.

vessel.

CRURSHANK, JAMES, Philadelphia.

EDBUNGTON, GEORGE, of Listowell, Ontario, was engaged
in orange culture in Florida.

FARMARIN, ANDREW, New-York.

FENNELL, WILLIAM, Listowell, Ontario, friend of Bethune and Eddington.

nne and Eddington.
GRAHAM, JAMES G., Canada.
HALL, ELIZABETH, wife of Thomas Hall, age forty-five.
HALL, Thomas, No. 46 East Tenth-st., New York. A retired jeweller, age fifty-five. He was formerly in business in Paterson. He started with his wife for Europe with the intention of making an extended

but through Scolland. This was their fourth trip, but the first by the State Line. They were to be absential months. Mr. Hall owned considerable real estate in Paterson and in New-York, which occupied his attention when at home.

NGRAM, an infant of fifteen months.

NGRAM, MR.S. JANE, of No. S86 Third-ave., New-York. Her husband died last winter of pneumonia, leaving her with four children, the oldest a boy age twelve. She was without means and in poor health. Her brother, Captain John McCullagh, of the Sixth Precinct, took charge of the older children, and sent her with the infant to friends in the north of Ireland, to remain until her health was improved.

KING, WALLER, Canada.

URBAY, MRS. MARY, of Wellington, Ohio. RUTHERS, DAVID, New-York, CHUTHERS, DAVID, New-York, CHICAGO, AMY, Chicago. TAYLOR, ANY, Chicago.
TAYLOR, ANNIE, Chicago.
TAYLOR, Mrs. THOMAS, Chicago.
TAYLOR, THOMAS, Chicago.
TAYLOR, THOMAS JR., Chicago.
VANDER, LEY R., Philadelphia.
WARD, Mrs. P., Cleveland.

The steerage passengers were: The steerage passenger
Aakre, Ole G.
Barning, Peter
Beuston, Edward
Beuston, Jonathan
Bowie, Alice
Brown, William D.
Brown, Mrs. W. D.
Brown (Infant),
Barns, Mary
Caning, Francis, Paterson, N. J.,
Churchaus, L.
Dick, Miss, A.
Dick, William oreman, Joseph lichrist, William runt, James lale, Josiah lale, W. drieksen . Pernard Laverty, Samuel

McAlpin, Fanny McDermott, Susan Moore, John Morgan, Hugh O'Donnell, Edmund O'Donnell, Edmun Patience, James Peterson, Charles Peterson, James Rogers, Elleu Scott, Mrs. Jane Scott, Mr. Seglene, E. J.,
Shannon, Mrs. Martha,
Paterson, N. J.
Shannon, Mary, Paterson,
N. J.
Stewart, Mrs. Ellen
Stewart, Miss Ellen

unflity, Edzabeth, Pater-on, N. J. Tumility, Kate, Paterson,

WHAT IS KNOWN ABOUT THE OFFICERS. The officers of the ship were as follows:

The officers of the ship were as follows:

Sadier, J. W., captain. He had been in the employ of the State Line since its organization, first commanding the State of Virginia and for eight years the State of Indiana. He was fifty years old, unmarried, and regarded as a skiful navigator.

Thompson, James, first officer. He has been employed for seven or eight years by the State Line, and for several years was first officer of the State of Pennsylvania. He had charge of that vessel when Captain John Campbell and seven men were saved from a lumber saip, the stern of which had washed away, 500 miles off the coast of Ireland. He was transferred to the State of Florida when Sadler became captain. He is forty flory years of age and married, his family living in Glasgow.

Younger, Gronel, second officer; had been employed by the State Line for seven years. He was twenty-seven years old, and married, his friends living in Glasgow Allen, James, third officer; has been seven years with the company, is forty years old and has a family in Beolland.

BAIN, John, chief engineer; had been nine years with the

Beotland.

BAIN, JOHN, chief engineer; had been nine years with the State Line, four of them in the State of Florida. He was forty years old and married.

HESLOP, WILLIAM, second engineer, has been ten years with the State Line, is forty years old and has a family near Glasgow.

HILL—third engineer—fourth engineer.

neer.

JENS, M. P. KAURIN, purser; was a German who had been only a short time with the company.

STEELE, DR. A., surgeon.

KYDD, DAVID, chief steward; had been nine years in the major; was thirty-live years old, and

KYDD, DAVID, chief steward; had been nine years in the company's employ; was thirty-five years old, and had a family in Scotland.

HARVEY, MISS, stewardess.
FORESTER, GEORGE, second steward.

ANDERSON, H., assistant steward.

PATTERSON, —, assistant steward.

MACKAY, JOHN, chief cook.

MCFARLAND, ADAM, assistant cook.

MCKAY, JOHN, assistant cook.

BARRY, JOHN, baker.

The State of Florida is registered in Lloyds as 371 feet long, 38.5 feet beam, and 28.8 feet depth of hold. She had three iron decks, two compound engines of 450 nominal power, and a register of 3,158

FOREIGN AFFAIRS.

THE EGYPTIAN CONFERENCE.

RAILROAD. BERLIN, May 7 .- The Sultan telegraphed to the Turkish Ambassador in Germany to propose to the German Government that the conference concern-

ing Egypt should sit at Berlin, but Prince Bismarck refuses to interfere in the matter. A RAILROAD FOR THE WAR. LONDON, May 7,-The Government has sent an

order to Cairo directing that the recommendations of Captain Molyneux, contained in his recent report of the survey of the Upper Nile, shall be executed. Captain Molyneux recommended that a railway be constructed by the English Government beyond Wady Halfa. The plant for the road will be sent from Cairo at the earliest practicable mo-ment. The construction of seventy miles of the road will be hastened so that it may be made avail-able for the autumn campaign.

SINKING OF THE ROMANO. REPORT OF THE NEVADA'S CAPTAIN-PASSENGERS

TRANSFERRED TO THE ST. LAURENT. St. Johns, N. F., May 7.-Captain Bremmer, of the steamship Nevada, of the Guion Line, gives the following additional particulars of the collision with the Remano: On May 4 at noon in latitude 42° 50°, longitade 47° 25', while on our way from New-York to Liverpool four days out, we came in collision with the Romano, of Hull, belonging to the Wilson Line. We struck the ship on the port side abaft the midships, bursting into the ship on the port side abaft the midships, bursting into the engine-room. The Romano sank in less than an hour. Her passengers and erew came on board. It was calm at the time with a heavy swell on. Our collision compartment is full of water and our bows are beaten in from the forefoot to the deek. On Sunday we fell in with the St. Laurent and transhipped the passengers of the Romano, two in number, her crew and our own passengers to that ship.

Bostos, May 7.—The agents of the Wilson Line in this city state that the steamers.

city state that the steamer Romano was valued at about \$200,000. The Wilsons are their own underwriters. The cargo was a general one, not exceptionally valuable. It was mainly in small lots and insured by the shippers.

ight compartments, and was built at Jarrow-on-Tyne, in 1868. She is 345% feet in length, 43% feet beam, 27% feet depth of hold, and 3,125 gross tonage. She is brigrigged and has three decks. She will be repaired at Johns and will sail from there in a few days for Liver-

freight. She was what is known as a water-ballast vessel, having a double-bottom for filling with water as the coal was consumed, in order to keep her at a mean draught, she was from Hull bound to New-York, by way of Boston, and her cargo consisted of old iron, wirerods, rags, etc. she was an iron vessel built at Huil, England, in 1880, and had four 'thwartship bulkheads. Her dimensions were 330 feet in length, 39 feet beam, 27½ feet depin of hold and 2,846 gross tonnace. She was valued at about \$200,000 and was partially insured.

THE UNITED STATES AND TURKEY. OBJECTIONS OF THE OTTOMAN MINISTER TO A BILL BEFORE CONGRESS.

Constantinople, May 7.—The American quadron in the Mediterranean has arrived at Teredos. From there Rear-Admiral Baldscin, the commander, elegraphed to General Wallace, American Minister to Turkey, that it was his intention to come to Constaninople. This announcement created a decided sensation in Government circles. Assym Pacha, one of the Ministers of State, at once informed General Wallace that the irades permit the Porte to stop American ships at the Dardanelles, as America did not sign the Treaty of Paris, which regards the Dardanelies as a free sea. It is doubtful whether General Wallace will ask for a firman to permit the passage of the vessels.

The Ottoman Minister at Washington has protested

against the bill before Congress which claims that Amer-ican Consuls in the Turkish Empire shall have jurisdiction over all cases to which Americans are parties. Other nations, he pointed out, claim consular jurisdiction only when both parties to a dispute are their own sub ets, while America wished to extend it also to cases in which one party was an Ottoman subject. The Porte will not recognize America's claims in this regard. Another dispute has been created by America's official

approval of General Wallsee's views in denunciation of the Treaty of Commerce, which the Porte made in 1883,

General Wallace has renewed his protest in regard to the petroleum stores. This protest is now made more

powerful by the stronger protest of Russia.

Washingron, May 7.—The attention of Senator Pendleton, the author of the Senate bill to establish consular and other courts and to define their jurisdiction, was called to-day to the discretch that the Ottoman Minister had protested against that bill. The treaty with Turkey provided, Mr. Pendleton said, that citizens of the United States should not be arrested and put in prison by local authorities, but that they should be tried by their Minister or Consul and punished according to their offence, following, in this respect, the usage observed toward other Franks. In no way was the attempt made in the till to give interpretation to the treaty, that being the function of another spanch of the Government. He expressed the hope that the bill, which was now on the Speaker's table, would be acted upon during the present session. Its importance could not be overestimated. Congressman Hith, of Illinois, said that the deciment which was submitted to the Senate for ratification conferred ample jurisdictional powers upon American Ministers and Consuls in criminal cases to which American dizions were partles; but when the power was sought to be exercised, thirty years ago, the Turkish authorities made the point that the Carkesh version contained no such provision. The discrepancy appeared to have grown out of the translation of a certain Turkish word. This, Mr. Hit assumed, was the basis of the Ottoman Minister's protest. Pendleton, the author of the Senate bill to establish con-

NEWS NOTES FROM LONDON.

LONDON, May 7.
RAHLBOAD RETRUNCHMENT.—Two English railway cot panies have discharged 2,500 employes and reduced the salaries of their clerks 10 per cent owing to depres-

MARRIAGE DOUBLED. - 7h - Times is sceptical in regard to the reported morganatic marriage of the Grand Duke Louis of Hesse-Darmstadt, but says that unless it is officially denied the report must be considered true. BRITISH BALANCE OF TRADE.—Returns issued by the

Board of Trade show that in April British imports de-creased, as compared with that month last year, 28,300,000, and that the experts for April of this year increased 2308,000 as compared with last April.

CHINA AND RUSSIA.—The Turbesian Guzette asserts that the Chinese authorities at Kuspgar are preventing ern Turkestan except Kaspgar. This action is in viola-tion of the treaty with Russia. The Russian commission recommends that two governments be established in Turkestan. Russsian Mussulmans from trading in the towns of East-

urkestan. Cantral, News not Injured.-In the case of the for misappropriation of news, the jury brought in a ver-dict to-day that the defendant did not divuige the plain-tiff's telegram reporting the battle of Tel-el-Kebir to the damage of the plaintiff. Lord Chief Justice Coleridge said that he would hear the arguments of counsel before entering judgment.

MARY ANDERSON IN GLASGOW. GLASGOW, May 7 .- Miss Mary Anderson ap peared this evening in "Pygmalion and Galates," the play "Comedy and Tracedy," which had been announced, having been taken off the programme. The management appeared before the curtain and asked the indulgence of the audience on account of the change, which was ren-dered necessary by the recent severe cold from which Miss Anderson has been suffering.

AN AMERICAN SUED FOR LIBEL. Panis, May 7.-The Correctional Tribunal will give a hearing on May 15 in a suit brought against Mr. Haynie, an American newspaper reporter, charged

CUBAN BANDITS ATTACKED. HAVANA, May 7.-The civil guard having jurisdiction at Cienfuegos recently made a raid on a small band of bandits and succeeded in dispersing them.

AFFAIRS IN MEXICO.

TOPEKA, Kan., May 8 .- Telegrams received here say that dispatches have been sent over the wires armouncing the safe arrival of the special train hearing railroad officers and others at the City of Mexico. At a bridge on the Mexican Central road, 100 miles below Chihuahus, obstructions were placed on the track with the evident intention of robbing the passenger train. A construction train, however, preceded it, and was wrecked, six men being killed and eight or ten wounded; and fourteen ears were ruined. The rumor that something has happened to the special train is discredited at the general offices of the Santa Fé road here.

The statement of the Monte de Piedad banks shows as acts of nearly \$1,500,000 in excess of the liabilities.

The circular regulating the stamp act introduces im-

portant modifications which give general satisfaction. No stores will close.

GALVESTON, May 7.—A dispatch to The News from Laredo, says: Colonel Santos Benavides has returned from his visit to Monterey. He reports that good feeling exists between General Treirno, President Gonzales and General Diaz. PRINCE BISMARCK REFUSES TO INTERFERE-A WAR

HENRY IRVING AT QUEENSTOWN. THE ACTOR GREETS HIS AMERICAN FRIENDS-A SUCCESSFUL MATINEE ON SHIPBOARD.

To Whitelaw Reid, The Tribune, N.Y. Greeting to American friends. The Aurania is a spiendid boat. At a matinee on board for the benefit of the Seaman's Orphanage, one hundred and fifty pounds was realized. Scalcht sang, and Irving and Miss Terry read Tennyson's " Cup." Queenstown, May 7, 1884.

DYNAMITEURS SENTENCED IN HALIFAX. HALIFAX, May 7.—The dynamiteurs Holmes and Bracken, were sentenced to-day to six months' imprisonment, dating from May 1.

AN ICEBERG THREE MILES LONG. St. Johns, N. F., May 7.-Captain White, of the steamship Hector, one of the sealing fleet which arrived here on Sunday, reports that on April 27, in latttude 519 18' north longitude 539 5' west, he saw an iceberg about three miles in length and about seventy feet in height, with a number of harbors and creeks in its side. Had he not been aware of the position of his ship he should have taken it for an island.

REMOTE EXTENSIONS OF POSTAL SERVICE.

His Majesty the King of Siam has received from the American Postmaster-General, through Minister Halderman, an invitation to enter the Universal Postal Union, as soon as the Kingdom's internal postal service may justify the step. RUINED BY COTTON SPECULATION. DEFALCATION OF A BALTIMORE BANK TELLER-TRY

ING TO RECOVER LOSSES BY " MARGINS." [BY TELEGRAPH TO THE TRIBUNE.] BALTIMORE, May 7 .- William W. Massey, who for the past six years has been paying teller at the Bank of Commerce, was found to-day to be a defaulter to a large amount, estimated at over \$50,000. The Board of Direct tors met this morning. Massey appeared before them an made a clean breast of his pilferings. About six months ago the bank officers discovered the first deficiency in Massey's accounts. The amount was \$150, and in order to cover it up Massey took \$1,000 and in-vested it in a cotton speculation in New-York. Failing in this venture be continued to take more money and to speculate day after day, hoping to regain h losses. This continued until the amount reached nearly \$57,000. He certified the checks himself and always at the closing of the bank reported so much cash on hand, but at the same time he was actually thousands of dollars short. His heaviest speculation has been within the past

On January 1 the books of the bank were examined and Massey's accounts were reported all right. At that time he was \$6,000 short. He concealed this fact by putting that amount in the drawer, but after the examination withdrew it. This mency was borrowed from a friend. At the close of Massey's confession, he was turned over to the authorities and was committed for trial. Massey states the first shortage was caused by his paying out over \$100 by mistake and his feating to report the matter. He says that the New-York brokers with whom he operated made a demand yester-day for \$10,000 for margins, and fearing to go any deeper he concluded to confess all. Massey is thirty-eight years old, and has a wife and two children. gabout six years ago the bank lost \$20,000 by defalcation. The bank has now a surplus of \$40,000. The officers refused to state the exact amount of Massey's shortage, but from a rehiable source it is estimated to be \$57,000. Of this amount Massey has returned \$15,000. The bank is protected by the bond of Massey and in other ways, and its actual loss will not exceed \$17,000. On January 1 the books of the bank were examined and

BARN BURNING IN CLEVELAND. EIGHTEEN FIRED IN ONE WARD IN A MONTH-

GANG OF BOYS SUSPECTED. IBY TELEGRAPH TO THE TRIBUNE.] CLEVELAND, May 7 .- While a committee of citizens from the Fourteenth Ward was waiting upon the Board of Police Commissioners last night with a view to securing police help for the suppression of the fire-bugs who infest that ward, the fire bells rang out and another incendiary fire was reported. During the night no less than four barns were fired, all of them within a few squares of each other. Although a force of dents of that locality are out nightly with loaded muskets and ample supplies of buckshof, the of affairs is growing worse. The of Frederick Listre, in Davies-st. state of affairs

Frederick Furst, in the next yard, and Caloun, in Broadway, were set on fire but were soon put out. Caloun's place is less than 150 yards from Listre's property. Not contented with their night's work, the incendiarie fire was quickly under control. Hardly had that fire been put out when at 2 o'clock another alarm was ounded. The fire proved to be in another barn in

SEVERE HAIL STORM IN OHIO.

STOCK INJURED, TREES UPROOTED AND GROWING GRAIN DESTROYED.

IBY TELEGRAPH TO THE TRIBUNE.! DAYTON, Ohio, May 7 .- This part of the country is rapidly becoming notorious for its peculiar freaks of nature in the shape of strange and destructive storms. Within two months three storms, each attended with loss of life and great distruction, have swept acros this part of Ohio. Last night a severe storm passed ov this city and to-day there are reports of a terrible hal storm several miles east of here. It hailed slightly in th extreme eastern portion of the city and the air, which was extremy warm during the day, immediately became

The reports at hand are somewhat conflict ing as to the severity of the storm. The depth of the half is estimated by different persons at from eight to fourteen inches, the stones being extremely large. heavy wind with black threatening clouds preceded it The track of the sterm was about two miles wide, and

TRIAL FOR THE COPIAH OUTRAGE BEGUN

[BY TELEGRAPH TO THE TRIBUNE.] HAZLEHURST, Miss., May 7.-The trial of E B. Wheeler for killing J. P. Matthews on election day last November, in this place, was begun here to-day in the ex-Congressman C. E. Hooker and Judge S. S. Calhour A. J. McLaurin and State's Attorney R. N. Miller are prosecuting the case. The trial excites much interest and the court room was crowded. The whole day has been consumed in efforts to obtain a jury, and only three jurors have been obtained. The trial will probably last averaged days on obtained. several days.

KILLED BY HER LOVER.

[BY TELEGRAPH TO THE TRIBUNE.] WINCHESTER, Va., May 7 .- Caroline Lee wa nursered here by John E. Barber this afternoon. Barber had been drinking, and started home about 5 p. m., saying that he was going home to get some money of "Carrie" if he had to beat her. Little attention was paid him, as the two were always quarreling. Barber went home, demanded the money and was refused. He drew a large horse piatol, loaded with bird shot, and fired at the woman, killing her instantly. The murderer was captured after a rapid chase, and is now in jail.

A YOUNG JEWELRY THIEF CAUGHT.

INT TELEGRAPH TO THE TRIBUNE. DAYTON, Ohio, May 7 .- Edward Schwerer, age nineteen, a member of one of the leading families of sidney, who has been employed in a large jewelry estab stance of his employer to-day, who charges him with reb-hing him of \$4.000 worth of goods. Eighteen fine watches, a number of gold chains, rings, sleeve-buttons, car-rings and bracelets were found in his room.

THE EFFECTS OF TRASHT BOOKS.

The strap broke, but the bullet did its work. His dead body was found on the ground soon after. It is supposed that reading trasby literature made him insane.

THIRTY PERSONS HURT.

THE WORK OF A BROKEN RAIL ON THE ST. LOUIS DIVISION OF THE WABASH.

St. Louis, May 7 .- A broken rail on the St. Louis division of the Wabash Railroad, ten miles south of Decatur, Ill., caused a passenger-car and two sleeping-cars to be thrown from the track. Dispatches to the headquarters of the railroad company here, from physicians at the scene of the accident, state that about thirty passengers were more or less seriously injured, but all, excepting twelve, were able to proceed on their journey.

NAMES OF THOSE BADLY INJURED. The most seriously hurt are as follows:

J. M. Vincent. Buchanan, Mich., the sleeping-car conductor, was paralyzed from a fracture of the spine and received two scalp wounds, and will probably dle.

M. E. Robinson, Silver Lake, Ind., was cut on the face and head.

D. Dezardus, Highland, Mich., was cut on the head.

Harvey Short, Rochester, Ind., was severely cut on the

A. D. Degardus, Highland, anch., was severely cut on the head.

J. W. Flora, of Connelisville, Ind., was badly cut on the head and severely bruised in the back.

Mrs. Emma Walker, West Waldsboro, Vermont, was severely hurt in the back.

W. T. Briggs. —, had two ribs broken and was severely cut on the head.

J. H. Peck, of Cleveland, had two ribs broken and was otherwise injured.

Mrs. S. C. Fairbanks, Lisbon, Ind. had her left shoulder dislocated, her enest bruised and head cut.

W. F. Snively, Blair, Ohlo, had his left shoulder dislocated.

cated.

Mrs. J. B. Rentz was burt in the back.
Aaren Short, Rochester, Ind., received scalp wounds
and was badly injured.

W. H. Armstrong, Lafavette, Ind., received scalp
wounds, had his back bruised and one rib fractured.

Mrs. J. S. Wiseman, Warsaw, Ind., had an arm badly
cut and her back severely hurt.

James Van Vleit, Fint, Mch., was hurt severely in the
chest and other parts of his body.

Those unable to travel were taken to Decatur,
where they are being well cared for by the railroad
commany.

PASSENGER AGENT FEE HURT. St. Part., May 7.-It is understood here that General Passenger Agent Fee, of the Northern Pacific Railroad, is among those who were injured in the accident on the Wabash road this morning. Mrs. Fee has left for the scene of the accident.

A DEFAULTING RAILROAD OFFICIAL.

[BY TELEGRAPH TO THE TRIBUNE.] BUFFALO, May 7 .- Fort Erie, opposite this city, is in a ferment of excitement over the disappearance of Joshua Phillips, the cashier of Grand Trunk at that place, with nearly \$2,000 of the company's money. Phillips has been eashler at Fort Erie for eight years past and for twelve years before that was in the employ of the company at Goodrich. He has been receiving of the company at Goodrich. He has been receiving \$40 per month in his position, but spent fully one hundred dollars a month in this city, which he visited fre mently in order to have a good time quently in order to have a good time. He was counted a joily good fellow, and as at home he carried himself well, there was no suspicion of anything being wrong. On Friday afternoon he left home, telling his wife that he was coming to Buffaio on business, but as he did not return ahe, on Monday morning, sent the keys of the safe to John Phillips, the agent, who is not a relative, although the names are similar. The examination of the books showed that he was short, and a dispatch was at once sent to Robert Larmour, the division superintendent at Stratford, who sent John Payne, the traveiling auditor, to the station to examine the books. The examination is not yet completed,

TROUBLES OF BUSINESS MEN.

ASSIGNMENT TO PREVENT A SACRIFICE-FAILURES IN THE OIL TRADE.

READING, Penn., May 7.—Daniel B. Fisher, of Leesport, in this county, has made an assignment for the benefit of his creditors. Liabilities, \$150,000 to \$175,000. Fisher is reported to have been in financial straits for some time, and it is said that he made the assignment to prevent the sacrifice of his property in the present dull state of business. The assets amount to \$300,000, and consist of farms, timber lands and interests in collectes.

PITTSBUEG, May 7.—Three small failures in the oil trade occurred to-day. C. W. Newton and J. H. Thompson, of the Pittsburg Exchange, were unable to meet their contracts, and 19,000 barrels of their oil were sold out under the rule. A. A. Adams, of the Petroleum Exchange, also failed to clear his sheet, and 30,000 barrels were sold for his secount. The loss of the two first named is \$1,100, and of the last \$2,300.

THE PSI UPSILON CONVENTION.

ITHACA, May 7.-The fifty-first annual convention of the Psi Upsilon Fraternity, with the Chi Chappresent from the various colleges and universities throughout the country is as follows: Union, 6: University of the City of New-York, 2; Amherst, 2; Yale, 2; Brown, 1; Bowdoin, 1; Columbia, 3; Dartmouth, 2 Hamilton, 2; Wesleyan, 2; Rochester University, 2; Kenyon College, 4: Michigan University, 2: Lehigh University, 5; Syracuse University, 2; Trinity College, 1 The delegates and guests expected present will number about 125. The Rev present will number about 125. The Rev.
Joseph Twitchell, of Hartford, Conn., arrived
this morning and Judge Hadley, of Waterloo, the presiding officer, at noon. Judge A. W. Tourgee, who is to
predide at the banquet; Judge Finch and Professors
Goodwin and Hardy are expected to-night. Judge
Tourgee, while here, will be the guest of Professor A. N.
Prentiss. Professor Goldwin Smith will not be present at
the convention, having been unavolubly detained.

The reception was held this evening at the Armory on
the University grounds.

MASSACHUSETTS PROHIBITIONISTS.

BOSTON, May 7 .- The Prohibition State Conention to choose delegates to the National Convention net this afternoon. About 300 delegates were present. George Kempter, of Shannon, was chosen president. Mr. Kempter and the Rev. A. A. Miner addressed the econvention. Dr. Miner, of Boston; Charles Almy, of New Bedford; James H. Roberts, of Cambridge; C. B. Travis of Natick; John W. Berry, of Lynn; Mrs. M. O. Stevens, of Peabody; E. H. Clapp, of Boston; the Rev. George of Pennody; E. H. Clapp, of Boston; the Rev. George W. Clapp, of Hubbardston; and Mrs. E. M. Richards were elected delegates. Fesolutions were adopted de-claring for the immediate suppression of the liquor traffic by constitutional and statutory measures, and against legalizing an acknowledged evil; that the right to vote is inherent in the individual without regard to sex or race, subject to such regulations as shall apply to all alike.

ONE KILLED AND THE OTHER BLIND. BLUE SPRINGS, Mo., May 7.-John Gill, shoemaker, who is probably insane, shot and fatally wounded John Stanley this morning while Stanley was passing the former's shop with his father, Daniel Stanley The father, having a shotgun, turned to fire at Gill, but was prevented by the bystanders until Gill had shot at the crowd once ortwice. Then he was released. Firing, he filled Gill's face full of small shot, which put out both his

DISAPPEARANCE OF A BUSINESS MAN.

KANSAS CITY, Mo., May 7,-Alfred Sheldon, a ell-known business man and agent of the Blue Springs Milling Company, has disappeared. Informal charges are made that Sheldon was short about \$20,000 in his accounts. Last evening two men went to his house and rend an alleged warrant for his arrest. He went away with them and has not since been seen. Whether this was a scheme on Shieldon's part or an effort to abduce him is

THE RACE FOR THE CHESTER CUP. LONDON, May 7 .- At the Chester meeting today the race for the Che ter Cup of 500 sovereigns was won by C. J. Merry's Havock, Baron de Rothschild's Louis a'Or second, and T. Green's Sophist third. There were eleven starters.

CHARLES O'CONNOR'S ILLNESS. NANTUCKET, Mass., May 7 .- Charles O'Connow expected that he will entirely recover from a ner is Zin a more comfortable condition to-day, and it is

TELEGRAPHIC NOTES

THE ALLENTOWN IRON WORKS SOLIT.

PHILADELPHIA, May 7.—The Allentown Iron Works were sold here to-day for \$50,000, and were bought in for the bondholders, who will reorganize the company and put the works in operation again. The mortgage under which the sale was ordered amounts to \$500,000.

A HERD OF JERSEY CATTLE SOLD.

LOUISVILLE, May 7.—The first sale of imported Jersey cattle, the whole importation of 1883, by Mesers, Herr, Harris and Moferran took place yesterday aftermoon, fifty-six head being disposed of for \$19,390, an average of \$345 per head.

REWARD FOR THE CONVICTION OF A THIER.

of \$345 per head.

REWARD FOR THE CONVICTION OF A THIEF.

WASHINGTON, May 7.—The Secretary of the Treasury
has authorized the offer of a reward of \$500 for the detection and conviction of the person or persons who stole
the whistle from the whistling buoy off Cape Hatteras. A FREIGHT TRAIN WRECKED.

LANCASTER, Penn., May 6.—Nine freight cars were demoilahed this morning by a collision on the Pennsylvania Raliroza at Columbia. No one was injured. SECURITIES TWICE USED.

PRICE THREE CENTS.

A SEQUEL OF THE RECENT FAILURES.

LARGE REHYPOTHECATION OF STOCKS AND BONDS BY GRANT & WARD-PREPARATIONS FOR A SUIT TO RECOVER-AFFAIRS OF THE MARINE NATIONAL BANK.

Disclosures were made yesterday tending to show that the failure of the Stock Exchange firm of Grant & Ward, of which ex-President Grant is a member, is even more complete than was at first supposed. It was learned that the house had rehypothecated securities pledged with it on loans by various railroad companies. The total amount of the rehypothecations could not be learned, but it is believed to be large, and in one case at least a suit will be brought to recover the securities that have passed out of the firm's control.

Little that was new was learned regarding the condition of the Marine National Bank. The directors were in session a large part of the day, but those who were seen professed themselves unable to give any statement yet as to the bank's financial affairs. United States Bank Examiner Schriba is still at work, with expert accountants, trying to produce order out of chaos, and he said that by to-morrow he might be able to make a statement. It is understood, however, that Mr. Schriba sent word to the Washington authorities that the failure was a bad

MISUSE OF SECURITIES.

The facts developed regarding the rehypothecations of Grant & Ward are shedding more light on the immediate cause of their suspension. The use made by them recently of the securities pledged with them has excited the suspicion of bankers and banks as to the source from which they were obtained by the firm. The consequence was that many of their loans were called, and when they attempted to obtain fresh loans the collaterals they offered were in several cases declined. Among the companies whose securities, placed with the firm, were rehypothecated on the Street, are the New-York, Chicago and St. Louis (" Nickel Plate"), the New-York, Lake Erie and Western, the St. Louis and San Francisco, and the Buffalo, New-York and Philadelphia. Notices of reclamation were sent by all these companies to the banks and firms that held the rehypothecated securities, so far as they were known. The Nickel Plate Company secured a loan of \$700,000 from the house, some time ago, depositing \$1,400,000 second mortgage bonds as collateral. The loan was obtained on a stock collateral note, payable on January 1, 1885, and bearing interest at three per cent per annum. These facts are recited in the notices of reclamation sent out yesterday by Bangs & Stetson, as counsel for the railroad company. The notices request any persons who may have the bonds included with other collaterals for their loans, to detach them from the loan and hold them until a settlement of the loan can be made by the railroad company. The numbers of the Nickel Plate bonds rehypothecated by the suspended firm are as follows: 101,204; 331,240; 301 to 400; 501 to 525; 2,131 to 2,149; 2,180 to 2,200; 2,601 to 3,200; 3,601 to 3,850, and 3,876 to 4,350.

A member of the firm of Bangs & Stetson said yesterday that the transaction between the railroad company and Grant & Ward was a simple loan. The firm was not given an option as to the disposition of the securities, no agreement of any kind having been made for their negotiation or use except as security for the loan. It is understood that the papers are being drawn in a suit to be brought to

recover the company's property. The amount of the securities placed in the custody of Grant & Ward by the Eric Company could not be learned. It is said that they include stock of the Cleveland, Columbus, Cincinnati & Indianapolis Rail road, and about \$3,000,000 second mortgage bonds of the Chicago and Atlantic Railroad. The bonds were placed with the firm to be sold. Part of them were disposed of and advances made to the company upon part of the remainder. C. L. Atterbury, assistant to the president of the Erie, said yesterday that most of the securities held by the firm which had been pledged, were used for loans much smaller than the amounts originally advanced to the company. Several persons who held the securities had been to the company's office and had offered to dyance more than the amount of the loans if the company chose to take them up. Mr. Atterbury said that he was confident that there would be no trouble respecting the securities which Grant &

Ward had used as collateral. An officer of the St. Louis and San Francisco Company said that the company had only 1,600 shares of stock pledged with the firm, which had been re-hypothecated. About 500 shares had been sold by the persons from whom Grant & Ward had obtained loans. The Buffalo, New-York and Philadelphia Railroad, it is understood, procured a loan from the suspended firm some time ago on the pledge of a certain amount of its general mortgage bonds. These had been re-hypothecated. The officers declined to say what the total amount of the securities was. It is known, however, that \$24,000 of the bonds are held as collateral by one concern, and a prominent National

bank holds another lot. PENALTY OF RE-HYPOTHECATION.

It was a topic of some discussion in Wall Street when the first news of the re-hypothecation by Grant & Ward was heard as to how far their course would be amenable to the law. A prominent railroad lawyer said: "In itself, re-hypothecation is not held to be criminal by the law. Where securities are re-pledged for a loan larger than the sum advanced on them when originally received, the case is different, and such use of the securities would make the person responsible for it liable to punishment. This was the situation in the well remembered Bonner case; he obtained money on the collaterals pledged with him far in excess of the original loans made by him upon them." A prominent member of the Stock Exchange Governing Committee said: "There is no law that I know of prohibiting re-hypothecation, but it is considered improper, and is in direct violation of all business customs and principles. With stocks bought by brokers on margin it is clearly understood that the broker is at liberty to use the stocks for loans in order to recoup lumself for carrying them. But when an individual or a corporation obtains a loan on securities, it is supposed that the money is advanced by a capitalist, who only takes the collateral to proteet himself against possible loss. An excellent practical reason for the universal understanding (even if no specific agreement has been made) that the securities which a corporation pledges to raise money on are to be kept intact by the lender, is that the knowledge that the corporation is borrowing money, if generally known, might injure its credit. When collaterals on such loans are broken up and used to borrow money on, it is a comparatively easy matter to trace out the original

borrower." William C. Smith, the Stock Exchange member of the firm of Grant & Ward, said that he could give no idea of the condition of the firm. No assignment had yet been made, although the matter was being considered. Mr. Smith, when asked if he wised to make a statement respecting the rehypothecations made by the firm, replied that he knew nothing about them, He had had nothing to do with the firm's loans; that branch had been in the charge of Ferdinand Ward.

MYSTERY ABOUT MR. WARD ..

Mr. Ward was not at the office of the house yesday, but he spent most of the day in consultation with his counsel, Davies, Work & McNamee. At his house No. 81 Pierrepont-st., Brooklyn, last evening, a great deal of mystery was in the air, and even the servants did not know the same thing in regard to Ward's whereabouts for thirty consecutive minutes. At 7:30 he was at home and had